

DATE : 1733Z 27 AUG 1961

TOP SECRET

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN-16123

063

25X1A TO : DIRECTOR

FROM : [REDACTED]

SUBJECT: OPS (1-2-3-4-5)

INFO : S/C (6)

CLZ

TOR: 1733Z 27 AUG 1961

25X1A

25X1A

25X1A

25X1A

OPIM [REDACTED]

F. 358 IN 71.

H. AS OF 27/1800L.

END OF MESSAGE

DATE : 0723Z 27 AUG 61

TOP SECRET

TOP SECRET

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 16110

TO : DIRECTOR

FROM :

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

CX

TOR: 0723Z 27 AUG 61

TO

OPIM

INFO

ONE

061

A. GF 61-25

B. 27/1935Z

C. NA

D. 358

E.

F.

28/0530Z LANDING (EST BASED ON MINUS 25 COMPONENT)

G. NA

H. NONE. FOR

CALL SIGN FOR BOTH LEGS

25X1

END OF MESSAGE

TOP SECRET

ROUTING

DATE : 0656Z 27 AUG 61

TOP SECRET

1	AS
2	BS
3	CS

TOP SECRET

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

CX

TOR: 0656Z 27 AUG 61

IN 16109

OPIM [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

060 25X1

REF [REDACTED] 059 (IN 16108)

A. GM 61-21.

B. ATD 26/2330Z.

C. LANDED [REDACTED] 27/0035Z.

D. [REDACTED]

E. HIGH ALT TEST FLIGHT. MISSION UNSUCCESSFUL, SEE REF MSG.

A. GM 61-22.

B. ATD 27/0235Z.

C. LANDED [REDACTED] 27/0425Z.

D. [REDACTED]

E. HIGH ALT TEST FLIGHT. MSN SUCCESSFUL, SEE REF MSG.

END OF MESSAGE

TOP SECRET

TOP SECRET

DATE : 0652Z 27 AUG 61

TOP SECRET

1	4
2	5
3	6

TOP SECRET

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 16108

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

CX

TOR: 0652Z 27 AUG 61

TO

OPIM

INFO

PRITY

SITE

059

REF 1930 (IN 16035)

1. ARTICLE 358 FLOWN TWICE 27 AUG FIRST TIME WITH FUEL TANK OUTBOARD RAM TUBES REMOVED. LIGHT CAME ON AT TWELVE THOUSAND FT DURING DESCENT AS INDICATED REF PARA 1. YO YO TEST EQUIPMENT NOT AVAILABLE THIS LOCATION.

2. TANK OUTBOARD RAM TUBES WERE INSTALLED ON SECOND FLIGHT. RAIN SHOWERS WERE AVOIDED ON CLIMB OUT. TWO CLIMBS AND TWO DESCENTS WERE MADE TO ALTITUDE. LOW LEVEL LIGHT DID NOT COME ON.

3. RESULTS OF THESE TESTS FURTHER STRENGTHEN THEORY THAT HEAVY COLLECTION OF MOISTURE IN RAM TUBES HAVE BEEN FREEZING AT ALTITUDE AND PREVENT PROPER VENTING OF TANK PRESSURE ON DESCENT.

4. CONSIDER ARTICLE IN COMMISSION AND SAFE TO FLY ON LONG RANGE FLIGHTS BUT WILL ATTEMPT IN SO FAR AS POSSIBLE TO AVOID HEAVY RAIN ON CLIMB OUT.

END OF MESSAGE

TOP SECRET